

No. 5224 號四十一百二千五第 日三初月七年戌甲治同 HONGKONG, FRIDAY, 14th AUGUST, 1874. 五拜禮 日四十月八英 港香 [PRICE \$2. PER MONTH]

Intimations.

THE Steamship
"NINGPO."
 M. Rayner, Master, will be despatched to the above Port TO-DAY, the 14th instant, at 10 A.M.
 For Freight or Passage, apply to
BEEMSEN & Co.
 1272 Hongkong, 14th August, 1874.

FOR SINGAPORE AND TENANG.
THE Steamship
"NAM O."
 Capt. G. Westoby, will leave for the above Ports CO-MORAN, the 15th instant, at 10 A.M.
 Instead of the time previously notified.
 For Freight or Passage, apply to
DOUGLAS LA PRAIRIE & Co.
 3d 12th Hongkong, 13th August, 1874.

FOR SAIGON.
THE Steamship
"ALBA."
 Capt. Abotia, will be despatched for the above Port, the 15th instant, at 10 A.M.

For Freight or Passage, apply
ROBERTS & LADD

6d 1271. Hongkong, 13th August, 1874.
SEALED TENDERS will be received by the
Undersigned at or before Noon on TUESDAY,
the 18th August, 1874, for Conveyance
about Three Hundred Tons of Sydney COAL
from here to Amoy; or for the Sale and Dis-
charge into Godown at Amoy of that quantity.
JOHN BREMNER,
Naval Storekeeper.
7d 1280 Hongkong, 13th August, 1874.
FOR SALE.

Apply to T. G. GLC

1250 Hongkong, 10th August, 1874.
A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
-TO-
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,
Beg to announce, that they have just
received a Choice Assortment of
PERFUMERY and TOILET REQUISITES
at 976, Hongkong, 19th June, 1873.
NEWCASTLE

TEAMERS leaving this

igned.
W. G. HALE & Co.
Sail
Oct 1561 16th September, 1873.
A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT
PLUMBERS,
COPPERSMITHS, BRASS-FOUNDERS,
BELL-HANGERS, AND
GAS FITTERS.

or GOVERNMENT
Do. for WELL-SINKING.

Do. for GAS SERVICES.

FOR SALE.

PLUMBERS' and GAS FITTERS' FINDINGS of all descriptions.

BATHS, Wash-hand BASINS, WATERS of all descriptions and **WATER COCKS**.

GAS BELLS, BRASS AND IRON CHIMNEYS, GLOBES.

Green, Gold, and Deep LACQUERS.

BELLS and BELL FITTINGS, GONGS and GONG FITTINGS.

Iron, Lead, Brass, and Copper PIPES.

Tin, Lead, Brass, and Copper SHEETS.

Galvanized Iron PIPES and FITTINGS.

ENGINES.
PUMPS and Pump GEAR

tion to order.
LIGHTNING CONDUCTORS Fixed.
GAS BRACKETS and CHANDELIER
 repaired and relacquered.
PLUMBING and GAS FITTING
PAIRS punctually attended to.
No. 1, QUEEN'S-ROAD EAST.
HONGKONG.
 1st 9-8-22nd June, 1874.

Notices to Consignees.
S. S. GALLEY OF LORNE, FROM L
DON, SINGAPORE, &c.

CONSIGNEES of Cargo Steamer are hereby inf

in the Godowns of the Undersigned, and
whence delivery may be obtained.

Consignees wishing to take their Goods
from the boats alongside the wharf are at liberty
to do so.

Optional Cargo will be sent on, unless
to the contrary be given before 12 o'clock
14th instant.

Goods remaining in store after the 21st
will be subject to rent.

GILMAN & CO.
7d 1273 Hongkong, 14th August, 1874.

BRITISH SHIP TARTING, FROM
LONDON.

CONSIGNEES of the foll

to the Undersigned for Countersignature, take immediate delivery. This Cargo has landed and stored at Consignee's risk and expense:—

HC in diamond, 1/75, 76 cases Bottled B
H in diamond, 1/2, 2 packages Merchants
No Fire Insurance will be effected.

VOGEL, HAGEDORN & CO
1265 Hongkong, 12th August, 1874.

S. S. **ANDRYE**.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

CONSIGNEES of Cargo from London, in con-

above steamer, are hereby informed, that the goods are being landed and moved to their destination in this Company's Godowns. The consignment may be obtained from WEDNESDAY, the 14th inst., at 10 A.M.

OPTIONAL CARGO will be forwarded on the 15th inst. in case of less intimation is received from the Consignee before noon, TO-MORROW, requesting the goods to be landed here.

Bills of Lading will be countersigned by Undersecretary.

Goods remaining unclaimed after FRIDAY, the 14th inst., at noon, will be subject to the same regulations as the goods of the same steamer.

No Fire Insurance has been taken out by C. B.

1256: Hongkong, 10th August, 1874.
COMPAGNIE DES MESSEGERIES
MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo
requested to send in their Bills of Lading
to the undersigned for countersignature
take immediate delivery; this Cargo
landed and stored at their risk and expense.
No fire insurance has been effected.

Ex "Donnai," 2nd

F11, 188.
 Hongkong, ... 20 c. Colour.
 Hongkong, 1st August, 1894.

THE CHRONICLE & DIRECTORY
FOR 1874.

NOW READY.

THIS Work, now in the TWELFTH year of its existence, is ready for delivery. It has been compiled and printed at the Daily Press Office, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the CHRONICLE and DIRECTORY for 1874, has been further augmented by

CHRONOLOGICAL

PLAN OF THE CITY OF CANTON.

A Chrono-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE

AT THE PRAK.

also of

THE VARIOUS HOUSE FLAG

(Designed especially for this Work)

MAPS OF HONGKONG, JAPAN,

and of the

THE COAST OF CHINA

also, THE

NEW CODE OF CIVIL PROCEDURE

HONGKONG.

besides other local information and

statistics corrected to date of publication,

tending to make this work in every

way available for Public, Mercantile, and

General Offices.

The Directory is published in Two

Forms, Complete at \$5; or with the Lists

of Residents, Port Directors, Maps, &c.,

at \$8.

Orders for Copies may be sent to the Daily

Press Office, or to the following Agents:

Messrs. J. P. DA SILVA & Co.

Messrs. WILSON, NICHOLLS & Co.

Messrs. HEDGES & Co.

Messrs. KELLY & Co.

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Mr. Edward B. Drew, having been entrusted by the Inspector-General of Chinese Customs, Mr. Hart, with the duty of appointing three young gentlemen for service in the Chinese Customs, has selected Messrs. F. B. Morris, of Bedford, and William F. Spinnery, of Salem, all graduates of Harvard University of the class of 1874.

Mr. Bourke, the Under Secretary for Foreign Affairs, in reply to Mr. Deane, stated that the *Prinzess Alice*, which was reported to have been a bill of lading signed by their firm here, as agents for the steamer *Nippon*, and shipped by that vessel to Shanghai. It is right to note that the full judgment places the matter in a somewhat different and more favourable light, so far as the reasonableness of the decision is concerned, than it appeared in from the summary of the case given in the *Shanghai Courier*, which we extracted some time since; but it is still a somewhat peculiar decision, as to judge from the summary of the facts as given in it, the main point in the case seems really to have been passed over. The facts as set forth are as follows:—It appears that about the middle of the month of June, 250 blocks of Tin were shipped in Hongkong on board the steamer *Nippon* for transmission to Shanghai. The bills of lading were signed by the firm of Messrs. Strassers & Co. in Hongkong, as agents of the steamer *Nippon*. They contained the name of the Captain, J. M. Rayner, and a clause to the effect that the merchandise shipped was to be delivered up in Shanghai, to the bearer of the bills of lading. The goods on arriving at Shanghai, the plaintiffs were in possession of the bills of lading, but were unable to obtain the goods, because the manager of the wharf can only deliver them up after the bills of lading shall have been countersigned by the Shanghai agents of the steamer. Upon this, the plaintiffs contended that, according to the local custom of this port, the defendants were bound to counter sign the bills of lading; and prayed that the Court sentence the defendants to that effect, and also condemn them in the costs and payment of compensation for such loss as their refusal may have caused to the plaintiffs. The defendants, on the contrary, answered, that as agents of the steamer *Nippon* they were not personally responsible for the actions of the Captain, and that the suit could not be brought against them, but should be against the Captain of the vessel, and added that as the shipper of the goods had obtained them from the goods, the plaintiffs were not legally entitled to the goods.

The Court based its decision entirely upon the technical point as to the signature of the bills of lading, giving various quotations from the Code to sustain the position; that action could only be brought against the Captain or owners of the vessel, and not against Messrs. Strassers, who were only the agents. We make no doubt that the Court has been careful to lay down the law correctly, but a somewhat important point of fact does not seem to have been considered. The point at issue was not the non-delivery of the goods by the vessel, but their detention by the agents. The vessel had delivered the goods in the ordinary way, that is to the wharf, and after they had been delivered from the ship, they were refused to the plaintiffs because the agents, on the ground that the goods had been fraudulently obtained from the shipper, refused to counter sign the bills of lading, the formality which it appears the goods required before delivering up the goods.

It would appear clearly from this that the bills of lading were not delivered to the wharf, was equivalent to delivering

them to Messrs. Strassers & Co., and that they stood in the position of Agents to receive the goods from the ship and deliver them to the consignees. Under the circumstances it might be a question, whether the case, notwithstanding the rule as to agents of steamers, might not be against them, the connection of the steamer with the matter having ceased when the goods left the vessel. It is quite possible, no doubt, that the ground which they alleged for not delivering the goods, namely, that the ship had obtained them fraudulently, was valid, and we make no doubt that Messrs. Strassers & Co. would not have adopted so strong a measure without being tolerably certain of their grounds; but it is to be regretted that this point is passed over, and the decision based merely upon the technical ground that, as agents, they were not the proper persons to sue, as this has naturally given cause to some surprise, and to a misapprehension of the true merits of the case.

The steamer, *Nippon*, and *Zimari* are reported by wire, as having arrived in London. The steamer *China*, (Messrs. Sassoon, Son &

ARRIVAL OF THE ENGLISH MAIL.

The P. & O. steamer *Mirzapore*, Capt. Parish, from Bombay 26th, 31st July, Penang 5th and Singapore 7th instant, bringing on the English mail of the 10th July, arrived yesterday. The following telegrams have not yet been published here—

(From the *Ceylon Observer*.)

General Sir Alfred Horsford has been appointed to represent England at the International Conference, Brussels.

Mr. Brand (Liberal), a son of the late (sic) Speaker of the House of Commons, has been elected for Stroud.

The Indian Ordinance Compensation Bill has passed its second reading.

Outcry.—Sir Charles Jackson.

A German squadron has been ordered to cruise off the north of Spain in consequence of a German correspondent having been shot.

Outcry.—General Jackson.

The Mission House, London, 26th July, 1874.

Remitted of £120,000. The Committee adjourns until October.

Bombay, 20th July, 11:25 a.m.

Surabaya. The steamer *Benjane* was offered a seat in the Bombay Legislative Council, but declined.

A Sheriff's meeting is called for Saturday to perpetrate the memory of Dr. Bhan Dajee.

London, 29th July.

Thomas Douglas Forsyth (the Ambassador to Yarkand and Kashgar) has been gazetted an extra Knight Commander of the Star of India.

London, 30th July.

The House of Commons, last night, discussed Mr. Fawcett's amendment, which was proposed to proceed with the second reading of the Indian Council Bill.

Lord George Hamilton explained the necessity for a responsible member of Council to control Public Works, and he hoped that the Bill would be passed.

Mr. Fawcett said the measure was universal, and would be passed.

Mr. Grant Duff said, in support of the Bill, that there were good reasons for extending to the Department of Public Works a system which had been successfully adopted for Legislative and Financial business.

Sir Seymour Fitzgerald, in admitting the importance of the creation of a Minister for Public Works, said he hoped that the Bill would be passed.

Sir George Balfour objected that so much power should be invested in a single member, and suggested the appointment of an Inspector instead of a Minister.

Mr. Disraeli said that Lord Mayo's last despatch advocated the appointment of a Minister of Public Works, and he gave unqualified assent to the suggestion.

Mr. Gathorne-Hardy said that the Bill would be passed.

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A COOL ARISTOCRATIC SUICIDE.

The ghastly fashion of suicide is more prevalent than ever in the East. It is a fact, which is hardly possible to take up a newspaper without meeting with the melancholy report of some unfortunate, who, weary of life, has buried himself or herself out of the world. By far the greatest number of these suicides is caused by want, for the hard times have been pressed with exceeding severity on the poorer classes, notwithstanding all the efforts made for their relief. And here let me state a fact which has been severely commented upon by the Liberal press. The soup-kitchens under the patronage of Madame de MacMahon, were freely availed of by all sorts of people, and it is now ascertained that orthodox Catholics alone are to be benefited by them, for the tickets having been given to the priests for distribution, they refuse to bestow them on any one who cannot bring a certificate of regular attendance at mass. But to return to the subject of suicide. I must mention one of very singular circumstances that took place lately. Albert de Darnal, a young man of great wealth and belonging to a noble family (he was found hanging from a tree), and related to the Marquis de Alphonse, hung himself in his bedroom a few days ago, and with such deliberation had he committed the deed, that he was found hanging with his hands in his pockets. He left behind him a number of letters addressed to various members of his family, but no explanation as to the cause of his death. The news of the suicide of a young man of such position and wealth has caused this suicide to attract some little attention; but otherwise such deeds are of too constant occurrence to merit even the briefest mention.—*Paris Letter.*

London, 27th July.

A German squadron has been ordered to cruise off the north of Spain in consequence of a German correspondent having been shot.

Outcry.—General Jackson.

The Indian Ordinance Compensation Bill has passed its second reading.

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MISCELLANEOUS.

It is in contemplation to employ a number of female clerks in the Savings Bank Department of the General Post Office.

London, 29th July.

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Vessels Adverted as Loading.

DEPARTURE. VESSEL NAME. CAPTAIN. FOR FREIGHT APPLY TO. TO BE DISPATCHED.

LONDON to SUZ CANAL. Patrolos (str.) Lloyd. Whampoa. Butterfield & Swire. On or about 20th inst. Quick despatch.

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Vessels on the Berth.

FOR HAMBURG. Captain Behrens, will load here at Whampoa, and will have immediate despatch for the above Port.

FOR NEW YORK. Captain Behrens, will load here at Whampoa, and will have immediate despatch for the above Port.

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Post-Office Notifications.

A mail will close. For Swatow.—For Whampoa, to-day, the 14th inst., at 7:30 A.M.

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PRODUCED

12	Yokohama	16.50
13	Shanghai	16.50
14	Batavia	16.50
15	KUM	17.00
16	SARAWAY, Japan white	1.60
17	Black	8.80
18	Bior, Bungal, Cargo No. 1	2.48
19	Black	2.20
20	Siam, white	1.85
21	White	1.75
22	Manila	2.35
23	Singapore	2.20
24	Saigon	1.70
25	Alraent	2.10

13	Manrood,	10	375
13	SALTPEPER,	10	375
13	COALS,	10	375
13	English Anthracite,	10	1480
13	American Anthracite,	10	1870
13	Sydney,	10	075
13	WINDOW GLASS,	10	380
13	STRAITS PRODUCE, &c.,	10	380
13	NATTAIS, Straits,	10	580
13	Benar,	10	580
13	PEPPER,	10	1600
13	Black,	10	1200
13	RED PEPPER,	10	375
13	SANDAL WOOD Malabar,	10	410

South Seas.....	35.00
SARAWOOD, Manila.....	1.70
Siang.....	2.20
FRUIT, California, per barrel of 800 lbs.....	1.80
FRUIT, California, per barrel of 800 lbs.....	675
WHEAT, Portland.....	1.80
California.....	2.25
SUGAR, Canton white, 1 c 8.....	675
Dr. Brown.....	850
West Coast, Dr. Brown.....	850
Manila, Dry White.....	850
B. Brown.....	875
ONIONS, packed.....	3.50
ONIONS, packed.....	1.85

90	Green,	25	2.10
91	Black,	25	1.75
92	Yellow,	25	1.75
93	Muskmelon,	25	85
94	Watermelon, Green,	25	1.50
95	Watermelon, Cut,	25	2.70
96	Muskmelon, Dry Stem large,	25	12.00
97	" " " middle,	25	6.25
98	" " " small,	25	5.50
99	Watermelon, Florida,	25	9.00
100	Birds Wax, Japan,	25	14.00
101	" " " Yunnan,	25	76.00

	Tons	Consignees.	Destinations.
WHAMPOA.			
SAILING VESSELS.			
nk	415	Chinese	
nk	345	Chinese	

sh	263	Carlowitz & Co	Hambur
sh	358	Rozwicz & Co	
eg	229	Order	Tientsin
sh	505	Russell & Co	New Yo
ok	380	A. MacG. Heaton	London
ok	379	Chinese	New Yo
CANTON			
M.	642	Siemssen & Co	

M.	g-b.	Customs Chop
M.	g-b.	
str	849	C. M. S. N. Co
M.	g-b.	
M.	g-b.	
M.	g-b.	
M.	g-b.	
M.	oor.	
M.	g-b.	

MACAO.		
Import on 16th August, 1871.		
ah	1552	Pearce
bk	384	Aug. Heard & Co
bk	226	J. F. d'A Almeida
bk	481	A. M. & Co. Heaton
bk	359	Bourreau & Co
str	311	A. A. de Mello & Co
		A. Heard & Co, Agents

<p>Swatow.</p> <p>In port on 4th August, 1874.</p>		
<p>384 245 289 395 360 350</p>	<p>E. Vincent & Co Dirks & Kruger Dirks & Kruger E. Vincent & Co Dirks & Kruger Bradley & Co</p>	<p>Uncert Uncert Uncert Uncert Toku Taku.</p>

hiz	252	Diroks & Kruger	Uncert
hk	300	B. Herton	Uncert
abi	723	Diroks & Kruger	Uncert
bt	263	E. Vincent & Co	Uncert
nk	459	Diroks & Kruger	Taku
nk	490	Diroks & Kruger	Newchw
bk	296	E. Vincent & Co	Chetco
bt	267	Diroks & Kruger	Tuko
bg	300	B. Herton	Uncert
sch	274	Bradley & Co	Uncert

In port on 7th August, 1874.		
bir	417	Order
bg	213	Pasedag & Co
bk	267	Pasedag & Co
bik	480	Brown & Co
bk	209	H. A. Petersen & Co
bk	887	H. A. Petersen & Co
bik	340	Pasedag & Co
sch	300	Brown & Co

tk	322	Passadg & Co	
FOOCHOW.			
<i>Import on 7th August, 1874.</i>			
sch	256	Adamson, Bell & Co	Brisban
bk	327	Adamson, Bell & Co	Melbo
bk	271	Russell & Co	Melbo
sb	755	Jardine, Matheson & Co	London
bk	368	Adamson, Bell & Co	Sydney

SHANGHAI.

In port on 8th August, 1874.

Names of the numerous steamers, tugs, craft, and receiving hulks employed in the Yang-tze are not included in this

sch	337.	Morris, Lewis & Co
bk	235	Siemssen & Co
sch	204.	Wm. Pastau & Co

sh	920	Ang, Heard & Co	
sh	698	Shaw, Brothers & Co	
bk	300	O'hoong Seng	
bk	2-2	Lane, Crawford & Co	
bk	320	Ed, Schellhaus & Co	
bk	379	Chinese	
sh	335	Wm. Fustat & Co	
sh	844	Frazar & Co	New R
sh	735	Frazar & Co	
sh	850	Gibb, Livingston & Co	Lond
sh	896	Adamsen, Bell & Co	
sh		Chas. H. Lewis & Co	

bk	794	Guth, Irvine & Co
bk	376	MacKenzie & Co
bk	268	Lane, Crawford & Co
bk	688	Frazier & Co
bk	225	Cheong Seng

YOKOHAMA.

In port on 15th July, 1874.

bk	364	Captain
bk	598	M. Hermann & Co

bk	447	Hudson, Malcolm & Co
bk	567	Hudson, Malcolm & Co
sh	848	Captain
bk	330	Chinese
sh	652	Smith, Baker & Co
bk	320	Captain

MANILA.

In port on 3rd August, 1874.

M.	493	For & Co
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bp	173	A. Campe
br	467	E. Reyes
br	272	O. Heinzen & Co
ab	1008	Russell & Sturgis
ab	1331	Russell & Sturgis
br	923	Smith, Bell & Co
br	765	Holliday, White & Co
ab	1036	Russell & Sturgis
br	533	Order
br	583	Russell & Sturgis
ab	957	Kor & Co

bb	540	Smith, Bell & Co
bb	958	Russell & Storgia
bb	341	Canella & Co
bb	337	Russell & Storgia
bb	426	Smith, Bell & Co
bb	281	B. Renlie
ab	1448	Peels, Hubbell & Co

by W. H. Barr, Wyndham Street, Hongkong.

The image is a high-contrast, black and white photograph. The upper portion shows a dense, textured surface, possibly a wall or a large number of small objects, with a dark, solid black area at the bottom.